

# REPORT

*of the*

*Association*

*of*

*Descendants of Ralph Smith*

*of*

*Hingham and Eastham, Mass., Inc.*

1962

## Book of the Year

Beginning like some lovely book,  
The end of which I do not know,  
The year has come into my hand  
Bound in a velvet fall of snow.  
With seed pearls of the season set  
And deckle-edged with silver frost,  
It is a book so beautiful,  
Illuminated and embossed,  
That I can hardly wait to see  
What further joys it may presage.  
And so I open it at once  
And fix my eye upon the page.  
The author of it, who is God,  
Has not lost any of His powers.  
The bud is in the shoot, He says,  
He says the frost will turn to flowers,  
And drinking in His golden words  
I turn the pages day by day.  
The snow will vanish soon, He says.  
He says green grass is on the way.  
And while the future smiles ahead,  
"Read not in haste," God seems to hint.  
The year is like a lovely book.  
And each hour is a testament.

By Elizabeth Landeweer

Contributed by  
Angela Brown Bemis, *Chaplain*

## President's Message

To the Members and Friends of  
the Association of Descendants of Ralph Smith, Inc.

This is the Season to wish each and everyone a Happy and Prosperous New Year. 1962 was a year of anxiety for all loving people of this great Country of ours, but with the clouds of fear passing over there seems to be a bright spot on the horizon and with God's help we will reach our goal.

This will be my last year as President and as President it has given me great pleasure to have served you. I would like to thank all of the Officers who have given me so much help and encouragement.

## Prayer

In a world O Lord where so many forget Thee, where men often act as if thou art dead, send down thy truth, thy spirit, thy love and thy peace. Make us aware that Thou art flooding this world with Thyself. Enlarge our hearts to receive Thee. Quicken our minds to understand thy purpose in the Master's Name. Amen.

Luther R. Smith,  
*President*

## Special Meeting

On a very nice warm June 10, 1962 our special meeting was held at the home of Miss Ruth Smith, 3 Park Lane, Marblehead, Mass., with nineteen present.

Our President, Mr. Luther Smith called the meeting to order. Plans were made for the annual meeting to be held at the Community Hall Building, 10 Alden Street, Lynn, Mass., on Sept. 23, 1962, with Nichols and French as caterers, serving a pot roast dinner for \$2.50. Community singing and a social hour rather than a specified program was suggested.

The treasurer was instructed to send notices to inform members over one year in arrears that they may be reinstated by the payment of one years dues.

Member	1.00
Associate member	.50
Junior member	.25

The Association needs this money and wants you all on our membership list.

A cook-out instead of the annual Christmas young peoples party was suggested for sometime in August and Russell Smith will contact Rebecca Rupright to see if it will still be convenient for her to have it at her home.

A motion was made and seconded that the President will make arrangements to obtain membership records and that they should remain in the custody of the presiding president.

According to the by-laws it was mentioned that the Association will not send flowers if member has not paid dues within three years.

Proposed list of officers for next year for nomination and election by the membership body.

President	Luther Smith
1st Vice Pres.	Ella Ferris
2nd Vice Pres.	George Smith
3rd Vice Pres.	Russell Smith

Secretary	
Treasurer	
Chaplain	

Angela Bemis

Board of Directors

Geneva Tetlow, Chairman  
Delbert Wickens  
Charlotte Broughton  
Ruth Smith  
Margery Livingston

Auditors:

Milford Smith,  
Eva MacMillan  
Mertie Cunningham

Historian	Grace Stanton
Historian Emeritus	Thomas E. Smith
Hospitality	Ella Ferris
Geneologist	Rebecca Rupright
Chairman Paraphernalia	Milford Smith
Chairman Junior Membership	Russell Smith

Following the board meeting we enjoyed a social hour and delicious refreshments and many thanks to Ruth and her Mother for a pleasant afternoon.

Respectfully submitted,  
Barbara J. Wickens, *Secretary*

## Treasurer's Statement

Sept. 23, 1962

Cash on Hand		42.00
Dues and Applications	114.25	
Christmas Party	12.28	
Donations	5.50	
Collection for Expenses	40.84	
Collection General	2.00	
		<u>174.87</u>
		216.87
Expenditures		
Community Hall	20.00	
Projector & Cards	14.95	
Mr. Seaker, Florist	4.50	
R. Smith, Name Cards etc.	5.11	
Saugus Trust Co., Serv. Ch.	.92	
Boynton Press	76.80	
Stamps, Envelopes, etc.	22.57	
E. Johnson, Cards	12.12	
		<u>156.97</u>
Balance in Arlington Trust Co.,		59.90
		<u>216.87</u>

## Annual Meeting

The annual meeting of the Association was held at the Community Building, 10 Alden Street, Lynn, Mass., on September 23, 1962 with approximately 83 members and friends present.

A delicious pot roast dinner was served and we are indebted to Mr. Ralph McGray for his generosity and thoughtfulness. Each lady was presented with a lovely red rose which added much to the festive occasion.

Following the dinner Mr. Luther Smith, President, called the meeting to order. The usual custom of pledging allegiance to the flag and singing of "America" and the invocation were observed. Master Ralph L. Smith, son of George K. Smith, held the flag and Mrs. Bemis was our pianist.

The report of the special meeting held in June was read by the secretary. The June report did not include sec-treas. inasmuch as Barbara J. Wickens did not wish to continue on as such. Mr. Luther Smith had tried to locate a new sec-treas. but reported that he had been unable to find one. Then Barbara J. Wickens offered to serve as sec-treas. for one more year. A motion was made and seconded that Ruth G. Smith as co-historian be included in proposed slate of officers. The proposed slate of officers was read and accepted as such and the secretary was instructed to cast one ballot.

The Treasurers report was read and accepted.

The reading of the annual report was waived and so voted.

Russell Smith, chairman of Junior Membership reported that there had been no activity during the year.

Ralph McGray took top honors as member coming the longest distance. Thomas E. Smith and Eliza Lipsett the oldest and a guest, Denise Pate the youngest, just 16 months.

We were sorry to announce the passing of the following members during the year.

Alta Lungren      Raymond Carter      Fred Dunbar  
Bartlett Covell      Thomas Nickerson      Lucy Atkinson  
Mrs. Richard Smith

We wish to thank Mr. Robert Crowell for telling us about the Cape Island pictures. Unfortunately we were unable to use them at this time but hope to do so at a future date.

The benediction was given by Mrs. Bemis and we sang "God Be With You Til We Meet Again."

A social hour was enjoyed and we are sorry that distance keeps some of our members from attending our annual meeting.

Barbara J. Wickens, *Secretary*

### *Special Meeting*

A special meeting was held on Dec. 2, 1962 at the home of Barbara J. Wickens, 1010 Essex Street, Lawrence, Mass.

The treasurer reported she was very grateful for the excellent response to her appeal to the members for dues. With the additional revenue we will consider a larger history section in the booklet.

There was considerable work done on our mailing list trying to get it lined up accurately and below is a list of last known addresses which are incorrect and if any member knows the correct address on any of these please inform your secretary.

Stanley Hayes, [redacted], Richmond, Indiana  
Mrs. Elizabeth Penny [redacted] Everett,  
Mass. or Argyle, N. S.  
Ruth W. Smith, [redacted] Andover, Mass.  
Shirley Smith, [redacted], Newfoundland  
Ethel Soar, [redacted] Winchester, Mass.  
Melba Wickes, [redacted] Great Falls, Montana

A motion was made and seconded and duly voted that the co-historian, Ruth Smith of [redacted] Marblehead, Mass., would temporarily hold membership applications and blanks can be obtained from her for prospective new members.

Following the meeting a social hour was enjoyed.

Barbara J. Wickens, *Secretary*

## *History*

### THE SHIP MASTERS OF OLD CAPE SABLE

Written by Capt. Arthur N. MacGray, carefully collected by Thomas Edison Smith, Historian Emeritis - -

We doubt if there is any other place of no more than 2500 population that can beat the record of the following sketches of the Cape Sable Island Seafaring men. Enterprising and courageous, they left to nearly all Cape Island families, a heritage of example which only needed like intelligent employment to overcome all the obstacles of a rugged environment.

CAPT. HAROLD R. BROWN—son of Capt. Ira P. Brown. Born in 1887. For many years with the Ross Tow Boat Co. He has served as Master of the *Irving F. Ross*, *Sadie Ross*, *Powwow* and others. (Member of the Association—Almeida Nickerson - Sister.)

CAPT. DAVID R. CUNNINGHAM—son of Capt. Wallace. He was born in 1880. He has had long service with the old Boston Tow Boat Co., commanding their Tugs *Juno*, *Ariel*, and *Luna* this latter a large and modern Diesel engine craft, whose destiny he guided until his retirement. (Daughter, Thelma Cunningham Smith—member.) (Sisters, Florence Smith, Mertie Cunningham, Eliza Lipsett & Grace Stanton.)

CAPT. IRVIN H. CUNNINGHAM—son of Capt. Thomas, was born in 1886. He served for a time as Master of the Ross Co's Tow Boats, but his regular employment was with the Nantasket Steamboat Co., covering many years, as both Mate and Pilot. He gave up seafaring about 1930 and has since resided at Barrington, N. S. (Cousins - Florence Smith, Mertie Cunningham, Eliza Lipsett & Grace Stanton)

CAPT. WILLIAM POWELL—son of Deacon William. He was born in 1882, and has commanded tugs *Confidence*, *Neptune*, and others for the Mystic S. S. Co., and the *Sadie Ross* and others of the Ross Tow Boat Co.

CAPT. ARTHUR POWELL—brother of above, was born in 1884. He sailed the *Sadie Ross* and *H. A. Mathias* for the Ross Company. (Sister—Ethel Powell Brannen - member)

CAPT. HAROLD K. ROSS—son of James Nelson, was born in 1883. His long service has been continuous with the Ross Tow Boat Co. He was Master of the *William G. Williams*, *Joseph Ross* and nearly all other units of the fleet. Soon after the death, in 1925, of the founder of the company, Capt. Joseph Ross, Capt. Harry was called to the business office to become Assistant Manager. (Member)

CAPT. BARTLETT COVELL—born about 1820, at an early age began sailing out of Halifax in brigs operating to Mediterranean and Northern European ports. His first command came to him while serving as mate of the brig *Avon*, while on a voyage from London to Halifax. The Capt. J. Payne Doane became ill and died on this voyage, during a hurricane in which the ship was dismasted. Thus Mr. Covell came into command and fourteen days later brought his charge safely into Halifax Harbor. For many years he continued to sail square-rigged vessels from that port, making West Indies and other more distant voyages. He retired when about 45 years of age. He became interested in the building and operation of fishing and coasting vessels. (Ralph Covell, Charlotte Broughton, Gertrude Merrill, Lydia Brewer, Elizabeth Hodge - members)

CAPT. WILLIAM BLACK SMITH—born in 1823, he sailed coastwise and in the West Indies trades for a time; later embarking on square-riggers, owned mostly in St. John. In 1862 he was in command of the brigantine *H. D. Troop*. Afterwards he was Master of the following: brigantines *Waterlily*, *Lizzie Troop*, ships *Millicent*, *Bessie Parker*, *N. Mosher* and brigantine *Annie Mitchell*. His voyages in these ships took him over most of the sea routes followed by such craft during the "boom" period Provincial shipping. He was engaged advantageously in nearly every leading enterprise that engaged the interest of the community. As a fitting reward for his un-

ceasing efforts in the political field he was appointed to a seat in the Legislative Council of the Province - a life tenure. (Deborah Swimm, Amy Nickerson, Marion Atwood, Ella Wyatt, Charlotte Matta, George W. B. Smith - members)

CAPT. ENOS C. SMITH—born in 1837 he began sailing in New Brunswick ships in foreign trades. In due time he achieved a command in the employ of the Thompsons, of Dorchester, N. B. He sailed with marked success and eventually acquired an interest in a new ship built by this firm which was christened *Matilda C. Smith* in honor of his wife. For many years he retained this command, during which his family sailed with him a large portion of the time. In the mid 1880's he sold out his holdings and returned home. Thereafter he greatly increased the acreage of his homestead through purchase of adjoining properties then vacant. He energetically embarked upon high-class stock farming, became President of the Agricultural Society and entered efficiently into all community activities. In the mid 1890's he returned to seafaring, taking command of the bark *Birnam Wood* owned by his former employers. (Ena Gore - member)

CAPT. WILLIAM WICKENS—born about 1840, he was the son of Joseph Wickens, the old London born school teacher, who was so familiar in character in Centerville life for 60 odd years. His mother was a Bruce of Scotland, her mother being a daughter of the Earl of Caithness. He sailed off-shore for many years, but returned home and embarked in bank fishing. He became part owner of the Grand Banker *Emma B.* which he sailed for many seasons with marked success. He married near Shag Harbor, Shelburne County, and made his home there from about 1862. (Capt. Delbert Wickens, Barbara Wickens, Elsie Masterson and Edith Brannen - members)

CAPT. EPHRAIM NEWELL—born about 1824 he, as so many young men of that period, went away from home in search of employment on ships bound to distant ports. In course of time he reached command of a Halifax brig, in the West Indies and Mediterranean trades. Meeting with success through

having secured a financial interest in the vessel, he finally sold out and returned home. Shortly afterwards he bought the schooner *Joseph D.* and engaged in coastwise trading. In this connection, he established a general store adjacent to his home - not far from the Eastern end of the bridge over Centerville harbor and conducted a considerable business for several years. Later he went to Minnesota and never returned. (Capt. George Newell - British Columbia member)

**CAPT. DAVID LARKIN ROSS**—born in 1845, he began sailing on square-riggers when very young. These were mostly Yarmouth-owned ships. As second, and then first mate, he rounded Cape Horn a number of times when the Guano trade from the Chinca and Lobos group of Pacific Islands was at its flourishing peak. Many Yarmouth ships engaged in this trade, calling at Callao, in Peru, outward bound to obtain loading permits as well as a supply of stevedore labor and large flat-boats for unearthing the cargo and ferring it on board. His first command was the bark *George H. Jenkins*, owned by Dennis & Doane, of Yarmouth; which was engaged in the trans-Atlantic general cargo and barrel-oil trade to British, Scottish and Northern European ports; mostly from New York and Philadelphia. In winter months the cotton-carrying trade from Gulf of Mexico and other Southern States ports was also extensively followed. Later, he entered the employ of Wm. L. Lovitt, as master of the barkentine *Madeline Lovitt* of Yarmouth, and afterward, in the same employ, sailed the four-masted barkentine *Reform*. These ships were chiefly engaged in the South American lumber trade. It was while master of the latter ship, which cleared from Brunswick, Georgia on February 2nd 1900 for Buenos Aires, that during a violent gale on the night of February 11th, he was swept overboard by a heavy-breaking sea flooding over the decks. His wife Eliza (McGray) Ross, accompanied him on this fatal voyage. (Beulah Ross, Mertie Cunningham, Eliza Lipssett, Florence Smith and Grace Stanton - members)

**CAPT. IRA P. BROWN**—eldest son of James, was born about

1842. For the greater part of his life he engaged in shore and bank fishing, and with invariable success. He sailed from both Nova Scotia and American ports and saw some service in the West Indies trade. He was Master of the schooners *Hannah Eldredge* and *Alice Louise*; managed by McGray Brothers, of Cape Island. He was a member of the crew of the full-rigged ship *H. W. Workman*, owned by Thomas Coffin & Co., on its maiden voyage. His last several months of sea service was in the capacity of Quarter-Master on board the new twinscrew *S. S. Prince Edward*; on the Yarmouth-Boston run, during the fall and winter 1897-98. (Member Capt. Harry Brown - son.)

**CAPT. EPHRIAM DEAN BROWN**—born about 1857, he was a brother to Capt. Ira. He was away to off-shore sailing at an early age. For the most part he sailed from Halifax in West India and South American trades. He came to a command in his early 20's. Later he was Master of local schooners in the coastwise trade. He died when only 44 years of age.

**CAPT. THOMAS CUNNINGHAM**—born December 8, 1848. Sailing at first in fishing craft, he afterwards made a number of offshore voyages in square-riggers. He was a member of the crew of the ship *H. W. Workman* when she made her maiden voyage from Port Clyde to Philadelphia. Later on he engaged in fishing from Gloucester and was the able Master of several different schooners from that port. During the winter of 1890-91 he was mate with Capt. Archelaus Devine on a frozen herring trip to Newfoundland. On the return trip, while shortening sail at night-time, during heavy weather, he was swept overboard and drowned. His son Walton, 14 years old, perished at sea also when the ill-fated steamer *City of Monticello* went down on November 10, 1900 off Chegoggin Point, near Yarmouth. (Capt. Thomas Cunningham was a brother of Capt. Wallace Cunningham who was a charter member of the association. Ward Cunningham - member)

**CAPT. WALLACE CUNNINGHAM**—born December 19, 1850. He sailed on both fishing and coasting vessels. His commands

included the schooners *Velocipede*, *W. H. Y. Hackett* of Portsmouth, N. H., *Cape Sable* owned by McGray Bros. and others, *Lena Maude* of Barrington and the *Elvah C.* of Yarmouth. He was a highly successful Master in the Grand Bank and other fisheries. His last command was the *Elvah C* which he sailed to the West Indies and sold for the Company in 1894. In the coastwise and other trades he appeared to always have a fair wind. A man of sterling character, with the energy of a pioneer, he became a leading figure in Church and Civic affairs of the community. In 1910 he gave up sailing and removed with his family to Salem, Mass. where he engaged in a general grocery business. This also proved a most successful venture - admitting of his retirement on a substantial competency some twenty years later. He liked aviation and in 1939 when 89 years old he flew to British Columbia on a visit to his son. He blames all the good things that have come to him upon a Scotch ancestry and a steadfast faith in "The God of his Fathers." (Mertie Cunningham, Florence Smith, Eliza Lipsett, Ruth Smith, Grace Stanton, Virginia Currill, George W. Smith - members)

CAPT. CHARLES ROSS—born about 1849 his early sailings were chiefly in Gloucester vessels where at the age of 22 he became Master of the *Ellen & Francis*. Later he sailed the *Racer* and *Velocipede* from Portsmouth, N. H. and the *John W. Bray* of Gloucester. Returning home he successively sailed the *John Halifax* of Port LaTour; the tanker *Matilda* largely owned and operated from McGray, Cape Island and the *Mysotis* from Port Medway. Of sterling character, he discharged his commands with unvarying success and was held in high esteem by all who knew him. He died at home in 1927. (Member Beulah Ross daughter)

CAPT. JUDAH CROWELL SMITH—born in 1838, he began sailing in the employ of the Thompsons of Dorchester, N. B. where in due course he was promoted to Master of one of their barks. After sailing for several years mostly in the trans-Atlantic trade he sailed another bark for the firm of Gideon

Palmer, also of Dorchester. For a voyage or two he commanded the bark *Matilda C. Smith* while his brother-in-law, Capt. Enos C. Smith went home on vacation. Later he sailed from Halifax in the West India Trade. Still later, he sailed in Yarmouth-owned schooners. While in command of the schooner *Cathleen* on a voyage to Boston, this vessel was lost with all hands in the winter of 1885. His daughter, Kate Smith, was a stewardess of the *S. S. Monticello* and had such a thrilling and miraculous escape when that steamer foundered with such tragic results in the fall of 1900. (Rebecca Rupright and Charlotte Jacquith - members)

CAPT. WILLIAM ANDREW SMITH—born November 29, 1824 he sailed off-shore in early life, during which he made at least two voyages from Boston, "around The Horn" to Valparaiso, Chile. He also sailed in the New York Aspinwall trade for some time. Eventually, he gave up distant sailing, by reason of an injury suffered in a fall from aloft. Returning home he became interested in a new banking schooner, then building, of which he took command. This was the *J. & B.* (named for John McGray and Bartlett Covell) who were principal owners. For some years he followed off-shore fishing in this trim little craft, but during a heavy slump in prices of fish, about 1870, the vessel was taken over by a mortgagee, and he retired from further sailing. (Ralph N. McGray and Capt. Harry Brown - members)

CAPT. ALFRED KIMBALL SMITH—born about 1825, he sailed for many years in New Brunswick ships. He succeeded to a command when 25 years of age, and enjoyed a very successful career; sailing mostly in the trans-Atlantic and River Platte trades. He retired from sea-faring about 1886. "Capt. A-K," as he was familiarly known, was of strong and energetic character. He held to pronounced opinions on all subjects and never hedged when they were challenged. He became greatly interested in politics and was nominated for a seat in Provincial Parliament, but failed in election. When a light-house and a fog-signal were erected near his own home site, at West



Head largely through his personal efforts, he was appointed as keeper; a position he retained until shortly before his death in the early 1900's. (Ena Gore and the late Gertrude Smith - members)

CAPT. PETER P. SMITH—born July 8, 1841; he followed fishing and coasting from U. S. ports for many years. He was Master of the Boston schooner *Yankee Lass* over a long period and enjoyed the confidence of his employers throughout. Later on he purchased a small schooner which he successfully operated from Centerville, Cape Island, until he retired from active service. He died at home, July 25, 1926 at the age of 85 years. (Harold Cunningham - Grandson.)

CAPT. ARTHUR N. MCGRAY—born at Cape Sable Island 1862, left home with his mother, July 4, 1865 to join the barque *Helena*, of which his father was the master at New York, bound for Cape Town, South Africa, with a load of horse cars and general cargo. From there they sailed to Port Elizabeth on the Indian Ocean, and took a cargo of wool to London, thence to Cardiff, Wales and loaded Pig-Iron for New York. In 1871 with his mother and brother Herbert, he joined the barque *Vibilia* at Philadelphia and for 2 years voyaged with his father in the trans-Atlantic and South American trades. At the age of 13 he signed articles for the first time as Ordinary Seaman, on the *Workman*. He made several voyages in the North Atlantic with barrel-oil to Bremen, Havre and Rotterdam, and one voyage with cotton from Charlestown, S. C. to Liverpool where she was sold and passed to Norwegian registry. He sailed with Capt. B. F. Kenny, trapping mackerel at John's Island and with Capt. Peter Kenny, hand lining from the deck *Off the Cape*. He attended The Collegiate Institute in New Hampton, N. H., where he took courses in English, Bookkeeping, Banking, Commercial Law and Telegraph. He shipped on the 3-skysail-yard ship *Magellan Cloud*, bound for San Francisco. He shipped out of Gloucester on a mackerel seiner and for five years followed every branch of the fishing industry. He went mate of vessels to Newfound-

land for frozen herring. In the winter of 1885 he was skipper of the new schooner *Electric Light*, went to Fortune Bay and made a record run to Gloucester with a full cargo of frozen herring which he delivered to the purchasers at Fulton Dock, New York. He returned to Gloucester with a load of salt and then fitted out for the Southern mackerel grounds. At a vantage point for such fishing some thirty miles east of Cape Henry, at nightfall in thick weather and heavy sea he shortened sail and hove to. Hardly was the schooner snugged up when a three-master from Cuba, laden with sugar crashed into her, cutting through to the main hatch-way and the *Electric Light* went down in fifteen minutes. The crew of eighteen, none of them hurt, climbed aboard their destroyer through a tangle of wreckage and next day were landed at Norfolk.

In October 1887 Capt. Arthur was called home by the illness of his father. Within three weeks after his arrival, his father and uncle (the father's brother and partner) passed away. In behalf of the executors of both estates he disposed of their considerable stock and closed up the business. His father's firm had operated as managing owners of four vessels in the banks fishing and coastwise trades, and their co-owners now appointed this young man manager of the little fleet. Within two years that occupation was ended by the loss of all four vessels, one at sea and the others on rocky coasts. During that period he was commissioned as U. S. Consular Agent for the Barrington area.

Through Capt. Harvey Doane a director on the Yarmouth Steamship Co., he accepted a position on the steamer *City of St. John* under Capt. Martin Forbes, operating between Yarmouth and Halifax and later took charge when Capt. Forbes went to Boston. He fully operated the steamers *City of St. John*, *Alpha* and *Dominion*, on the South Shore and to St. John, N. B., and for the next three years was in continuous command of th *S. S. Yarmouth* on the Yarmouth-Boston service.

He sailed on American Line steamers, under charter to Thomas Cook and Co., to Baltic Capitals etc., visited Moscow and Warsaw, Stockholm and Copenhagen. He was invited to take charge of outfitting the new twin-screw *S. S. Prince Edward* by the London office of the Dominion Atlantic Railway. When he viewed the ship he announced it totally unsuited for service on the turbulent waters of the Gulf of Maine and that she not be put into operation. Later they designed two other ships, the *Prince George* and the *Prince Arthur*. He was First Officer for the first completed coal carrying ship out of Fore River, Mass. for the New England Coal and Coak Co., the *Everett* and was later master of the *Melrose*.

In September, 1915 Capt. McGray accepted the position of Secretary-Treasurer and General Manager of the Neptune Association. The members were some 1200 masters and mates holding licenses for off-shore service. During his leadership membership rose during the World War to 7500 in 3 years. He offered great assistance to Admiral Victor Blue, U.S.N. in drafting the Bill creating the Naval Reserve. In 1917 the U.S. entered the World War and Capt. McGray applied for a commission as Lieutenant Commander in the Naval Reserve. His application was deferred and he was appointed to remain ashore and serve as Liason Officer and Adviser between the Merchant Marine service and the Naval Reserve forces. He designed the Zig-Zag Course Control, an instrument designed in operation to defeat submarines in taking up advantageous positions for torpedoing an approaching ship. He had many sessions with officials at Washington regarding this device, resulting in it being specifically ordered as part of the equipment of all ships engaged in the Over-Seas Service. For the year that followed and until the Armistice was signed, Capt McGray operated a factory turning out many hundreds of these instruments.

In February, 1921, the maritime situation had become acute, and the illness which had put Capt. McGray on the beach

before the war, and the reaction from the strain of the work decreed that in his sixtieth year Capt. McGray's active service days were done, and he severed his active connection with his sea-going affairs. (Charter member Association, First President, friend of all members and father of Ralph N. McGray.)

Editor's note: If any member wishes his relative to be written up please contact the Historian and this will be continued next year. We regret space would not allow more complete items.



Report of Beatrice Smith Hunt Memorial Fund of the Association of the Descendents of Ralph Smith, Inc.

Cash on deposit Lynn Five Cents Savings Bank, Lynn, Mass.  
Account No. [REDACTED]

Balance 1961		\$158.50
Received Del. Wickens		5.00
Charlotte Broughton		5.00
		<hr/>
		\$168.50

Int. January 1, 1962	2.39	
Int. July 1, 1962	3.22	5.61
		<hr/>
Balance in Bank 12/2/62		\$174.11

# *Presidents*

Captain Arthur McGray	1937-1946
Thomas Edison Smith	1947-1948
Angela B. Bernis	1949-1950
Milford Smith	1951-1954
Captain Delbert Wickens	1955-1957
Ruth G. Smith	1958-1960
Luther R. Smith	1961-1962